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The Old Power Station, Vastern Road

Transport Statement

On behalf of **Berkley Homes (Oxford and Chiltern) Ltd**



Project Ref: 47500 | Rev: 001 | Date: October 2019

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by PBA, now part of Stantec, to support a planning application by Berkley Homes (Oxford and Chiltern) Ltd to Reading Borough Council (RBC) for the redevelopment of part of the former SSE site, 53-55 Vastern Road, Reading, RG1 8BU.
- 1.1.2 The full planning application seeks permission for the *'Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys including residential dwellings (C3 use class) and leisure floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.'*
- 1.1.3 This TS should be read in conjunction with the suite of planning application documents submitted as part of the application, including a Framework Travel Plan.

1.2 Pre-Application Discussions & Consultation

- 1.2.1 The scope, methodology and assessment contained and presented within this TS and Appendices have been determined through scoping and engagement with key stakeholders including RBC as part of the formal pre-application process.
- 1.2.2 A transport scoping note was submitted to RBC and was formally commented on by Officers. In addition to the scoping note, a formal pre-application meeting was held with RBC on the 3rd October 2019 following a revised masterplan. The transport scoping note is contained within **Appendix A**.
- 1.2.3 The agreed approach and methodology have been followed carefully to ensure that this assessment primarily meets with Officer approval and importantly accords with relevant national, regional and local guidance and policy.

2 Site in Context

2.1 Introduction

- 2.1.1 This chapter provides an overview of The Old SSE Power Station, including the surrounding area.

2.2 Site Location

- 2.2.1 The Old Power Station on Vastern Road forms part of the former SSE office and depot. It is bounded by the River Thames to the north, retained SSE electrical transformers and associated works to the east, Vastern Road to south and residential properties fronting Lynmouth Road to the west.
- 2.2.2 **Figure 2.1** indicates the site location with Reading and highlights the existing land uses in the local area.

Figure 2.1: Site Location



- 2.2.3 The site currently has 150 demarcated parking spaces and 30 unofficial parking spaces. There are 5 disabled parking spaces located on the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This chapter presents the main elements of the proposed Masterplan development for The Old Power Station, Vastern Road and focuses on the land uses and parameters considered most relevant to transport appraisal. The Masterplan layout is contained in **Appendix B** and should be reviewed in conjunction with reading this chapter.

3.2 Development Proposals

- 3.2.1 The development seeks permission for the *'Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys including residential dwellings (C3 use class) and leisure floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.'*
- 3.2.2 **Table 3.1** sets out the development schedule for the site for the proposed 209 new homes and Café.

Table 3.1 Indicative Development Schedule

Unit Type	Number of Homes
1 Bedroom Flat	60
2 Bedroom Flat	137
3 Bedroom Flat	12
Total	209

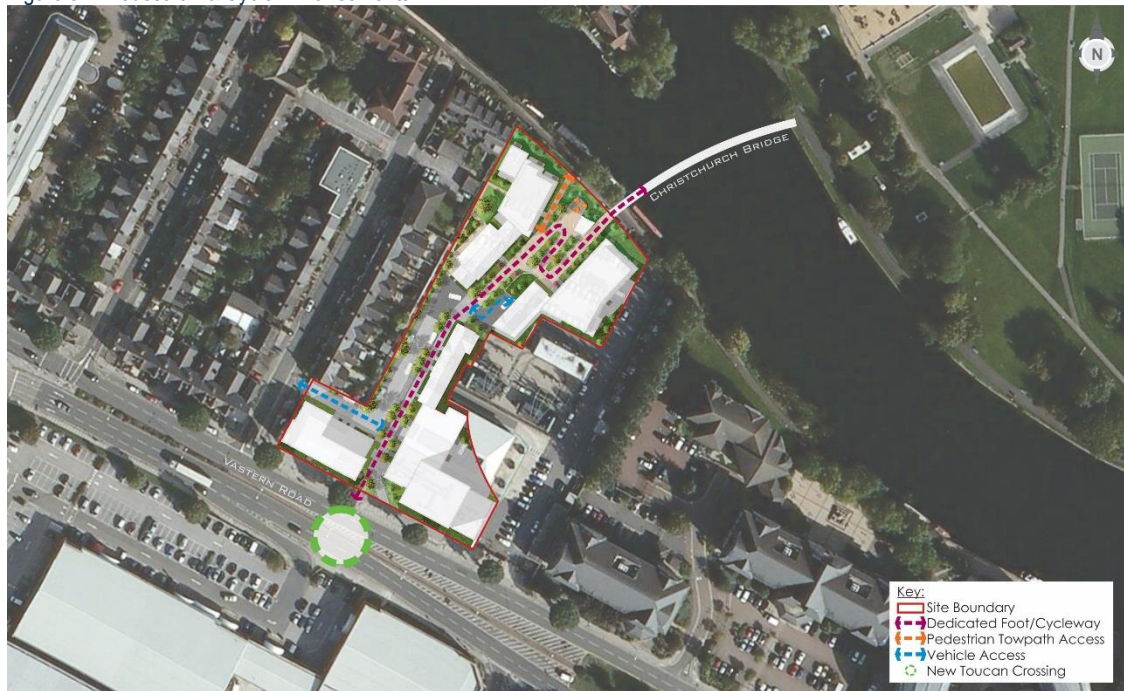
Leisure	Size (sqm)
Café	17.9 sqm

3.3 Pedestrian & Cycle Access

- 3.3.1 The proposed pedestrian and cycle enhancement will increase the attractiveness and connectivity between Caversham and the City Centre. This will benefit the developments new residents and existing residents.
- 3.3.2 A key consideration of the masterplan development was to enhance the pedestrian and cycle connection between Christchurch Bridge and Reading Northern interchange. This link is identified in RBC Reading Central Area Action Plan (adopted in January 2009) as a key movement corridor.
- 3.3.3 As shown in **Figure 3.1** the pedestrian and cycle link will comprise of the following components:
- Podium level connection to existing Christchurch Bridge across River Thames;
 - A new 1:21 ramp from the podium level to the ground level of the new development;
 - A ramp allowing pedestrian access to the River Thames towpath;
 - 3.0m dedicated footway/ cycleway on the eastern side of the internal access road linking the podium ramp to Vastern Road; and

- Contribution towards a new toucan crossing on Vastern Road which provides a safe crossing point on desire lines to Reading Northern Interchange and beyond.

Figure 3.1: Pedestrian & Cycle Enhancements



3.4 Cycle Parking

- 3.4.1 The proposed development will provide cycle parking in accordance with RBC's Revised Parking Standards and Design SPD, 2011. Based on the development schedule set out in **Table 3.1**, the development will provide 122 cycle parking spaces.
- 3.4.2 The 61 Sheffield stands (122 spaces) are to be provided in secure, covered and lit cycle stores within the proposed buildings. An additional 4 stands (8 spaces) are provided adjacent to the proposed café and outside seating area for visitor use.

3.5 Vehicle Access

- 3.5.1 The primary vehicle access to the site will be via Lynmouth Road. The existing junction which currently only accommodates vehicles exiting the site will be improved and widened to 4.8m accommodating two-way vehicle movements. This is illustrated in **Drawing 47500-5500-SK006A** contained within **Appendix F**.
- 3.5.2 Visibility splays of 2.4m x 17m have been illustrated on **Drawing 47500-5500-SK006A** at the proposed junction in line with Manual for Streets (MfS) for 15mph roads which is considered an appropriate road speed for Lynmouth Road. The road is narrow in width with parking on both sides and given the proximity of the proposed site access to the Vastern Road junction, vehicles approaching the junction would be slowing down.
- 3.5.3 Vehicle swept path analysis within the following vehicles have been undertaken and enclosed under **Appendix C**:
- Large Car
 - RBC approved refuse collection vehicle (length 8.75m); and
 - Heavy goods vehicle (length 10m).

- 3.5.4 The existing vehicle access off Vastern Road is to be retained as per its current arrangement but will be only for access to the retained SSE infrastructure adjacent to the eastern boundary of the site.

3.6 Car Parking

- 3.6.1 RBC's Parking Strategy was adopted in October 2011, and contains residential parking standards, along with standards for cycle and motorcycle parking provision. The parking standards in Reading are based on RBC's zonal scheme. The site is located within Zone 2 however on the edge of Zone 1, therefore it was agreed with RBC during scoping that Zone 1 should be used give the sites high accessibility.
- 3.6.2 Based upon the accommodation mix outlined in **Table 3.1** the maximum car parking provision allowed on site is 111 spaces; based on all 1 and 2 bed flats having 0.5 spaces and 3 bed flats having 1 space each.
- 3.6.3 The development is proposing a total of 55 car parking spaces and therefore within the maximum allowed. The majority of these spaces are located in the podium undercroft and can be accessed via the internal access road.

Disabled Car Parking

- 3.6.4 In line with RBC parking standards, all developments providing up to 200 spaces are required to provide 3 disabled spaces or 5% of total capacity, whichever is greater. In accordance with this, the development will provide a total of 3 disabled spaces.

Electric Charging

- 3.6.5 The provision of electric parking will be in accordance with the Reading Borough Local Plan adopted in November 2019, which states the following;
- *Communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*
- 3.6.6 Therefore, a minimum of 5 car parking spaces will be required to be electric charging spaces.

3.7 Delivery, Servicing & Refuse Strategy

- 3.7.1 The delivery and servicing strategy for the proposals has been developed in accordance with RBC guidance and MfS.
- 3.7.2 All servicing and delivery requirements will be undertaken internally within the site boundary. The layout provides suitable access for servicing, refuse and emergency vehicles.
- 3.7.3 The proposed bin stores are distributed within the development and can all be accessed via external doors as shown in **Figure 3.2**.

Figure 3.2: Bin Store Locations



3.8 Construction Phase

- 3.8.1 The phasing of construction of the development will begin at the riverside end of the site and work towards the Vastern Road end of the development. During construction of the development, the main access will be via Vastern Road for the construction vehicles.
- 3.8.2 The geometry and alignment of the Lynmouth Road/Vastern Road junction and Lynmouth Road itself would result in HGV construction traffic conflicting and opposing general traffic on Vastern Road and Lynmouth Road due to the 'S Bend' turning requirement.
- 3.8.3 Therefore, to minimise impact on the residents of Lynmouth Road and reduce congestion on Vastern Road the construction routing/access will be via a temporary construction access via Vastern Road.
- 3.8.4 This construction access approach separates on site pedestrian / cycle movements and provides a secure segregated construction compound.

3.9 Residential Travel Plan

- 3.9.1 A Framework Residential Travel Plan (RTP) has been produced and submitted as part of the planning application documents and should be read in conjunction with this report.
- 3.9.2 The main objectives of RTPs are to:
- Address residents' needs for access to a full range of facilities for work, education, health, leisure, recreation and shopping.
 - Promote healthy lifestyles and sustainable, vibrant local communities.
 - Reduce the single occupancy car trips generated by the development.

3.10 Internal Layout

- 3.10.1 Internal forward visibility along the road and to the under-croft parking has been assessed based on a Sight Stopping Distance of 17m (Manual for Streets 15mph). This is illustrated in **Drawing 47500-5500-SK007A** contained within **Appendix F** with an extract of the section leading from the car park towards to the northern crossing is shown below in **Figures 3.3 and 3.4**.

Figure 3.3: Internal Forward Visibility (south)



Figure 3.4: Internal Forward Visibility (north)



- 3.10.2 The internal layout of the proposed development has been designed to maximise pedestrian and cycle connectivity whilst still maintaining the required needs for access, servicing and parking. The internal layout will be privately managed and not adopted highway.
- 3.10.3 The internal access road is proposed to be a 4.8m wide provide two way movements with parallel parking on both sides. The 3.0m shared footway/cycleways runs adjacent the internal road and has two crossing points to allow for vehicle access into the parking courts.
- 3.10.4 At both of the vehicle cross over points pedestrians are to be given priority through managed vehicle speeds, signage, markings and materials. The vehicle cross overs are there to provide the required access into the parking areas and as such the vehicle trip generation is estimated to be low given the parking areas comprise of 30 spaces to the north and 13 in the southern area. The arrangement of the northern crossing point is illustrated below on **Figure 3.5** and **Drawing 47500-5500-SK008A** contained within **Appendix F**.

Figure 3.5: Northern Crossing Arrangement



4 Site Accessibility

4.1 Introduction

4.1.1 This chapter outlines the baseline levels of sustainable transport infrastructure and services relative to the application site at 53-55 Vastern Road. This chapter considers the following;

- Public transport services including rail and buses;
- Access for pedestrians and cyclists; and
- Private car.

4.2 Public Transport

National Rail

4.2.1 Reading Railway Station is located approximately 170m south of the site, which is around a four-minute walking time. Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of the services, frequency and journey time are provided in **Table 4.1**.

Table 4.1: Key Destinations from Reading Station

Destination	Services per hour		Journey Time (mins)
	Peak	Off-Peak	
Maidenhead	6	4	14
Slough	5	6	14
Basingstoke	4	3	22
Oxford	6	4	23
London Paddington	16	12	24
London Waterloo	3	2	85
Swindon	5	4	27
Southampton	2	2	56
Bath	2	2	58
London Gatwick	5	3	85
Cardiff	2	2	95
Birmingham	2	2	95

4.2.2 Both London stations provide further national rail services across the UK and there are also a number of underground lines. London Paddington has access to the following underground lines: Bakerloo, Circle, District and Hammersmith and City. London Waterloo additionally has access to the following underground lines: Bakerloo, Jubilee, Northern, Waterloo and City.

Crossrail

- 4.2.3 The arrival of Crossrail at Reading, timetabled for December 2019, will further enhance the accessibility of the area, particularly as Reading station is one of the busiest stations outside London.
- 4.2.4 Crossrail is expected to provide high speed trains to the centre of London. It is anticipated that four trains an hour at peak times will run from Reading into central London.

Bus

- 4.2.5 The site is located adjacent to the Northern Station Interchange. The interchange has five bus stops which serves a wider range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park.
- 4.2.6 Furthermore, an extensive network of services are available on Station Road and Friar Street. These are less than 8 minutes' walk from the application site.

4.3 Walking Accessibility

- 4.3.1 Given the excellent location of the site, walking will form a widely available and attractive method of travel for residents.
- 4.3.2 The site has a direct interaction with Vastern Road which provides pedestrian footways on both sides connecting the Caversham Road / Great Brighams Mead roundabout to the west to the Reading Bridge roundabout to the east.
- 4.3.3 There are currently three signalised crossings along Vastern Road all of which are of a staggered arrangement providing north/south connections.
- 4.3.4 South of Vastern Road, Trooper Potts Way provides access to the northern station entrance and the pedestrian only underpass which leads to the main station entrance on the southern side and in turn the town centre.
- 4.3.5 To the north of the site, the Thames Path lines the southern side of the River Thames which leads to Reading Bridge, Kings Meadows, Tesco to the east and Caversham Bridge to the west. Christchurch Bridge is located centrally along the northern boundary of the site and provides a pedestrian connection to the northern side of the river.

4.4 Cycling Accessibility

- 4.4.1 The site has a range of existing cycling facilities available to the future occupiers of the site with access to local on and off road routes and the national cycle network.
- 4.4.2 Locally to the site, the northern footway on Vastern Road provides a shared footway / cycleway facility past the southern site boundary from Lynmouth Road the Reading Bridge to the east.
- 4.4.3 Norman Place to the east of the site currently provides the off-road cycle link from Vastern Road to the Christchurch Bridge over the River Thames which in turn leads to the cycle routes through Christchurch Meadows and Hills Meadow.
- 4.4.4 National Cycle Network (NCN) 5 is directly accessible from the northern boundary of the site along the Thames Path. This route connects the site with Caversham to the west via Christchurch Bridge, and Thames Valley Business Park to the east. To the east NCN 5 joins NCN 4 where the River Thames and Kennett meet. NCN 4 dissects the Reading area connecting Theale in the west through to Sonning and Charvil in the east.

4.5 Local Highway Network

- 4.5.1 Vastern Road provides the primary access route to the development and forms part of Readings Inner Distributer Road (IDR). The section of Vastern Road adjacent to the site is a two way dual carriageway with a 30mph speed limit. A kerbed central island separates each direction of traffic therefore requiring all vehicle access to the site to be from the west and all exiting traffic from the site required to travel east along Vastern Road.
- 4.5.2 At the western end of Vastern Road is the roundabout with Caversham Road. This junction provides the connections to Caversham to the north and west Reading and the A33 to the south. To the east of Vastern Road the Reading Bridge roundabout has five junction arms that provides access to Caversham to the north, Tesco supermarket to the east, A329 Forbury Road (continuation of IDR) to the south, and the Station Car park to the west.
- 4.5.3 The IDR links Reading town centre with the major corridors of A33, A329, A4 which in turn give access to the M4 at Junctions 10, 11 and 12.

4.6 Local Amenities

- 4.6.1 The development site is conveniently located to the north of Reading town centre which provides a vast range of shops, leisure facilities, health centres, and community facilities. The Oracle Shopping Centre is located within an 800m walk (approximately 10 minutes walking time).
- 4.6.2 The BREEAM New Construction 2018 (UK) guidance states that accessible amenities are those within 500m of the site. Therefore, the following amenities are accessible:
- Christchurch Meadows recreation ground
 - Station Retail Park (food store, retail, restaurant)
 - Reading Station (food, shops, cash point)
 - Local shops on Caversham Road
 - Primary Schools – Thames Side Primary School and EP Collier Primary School

4.7 Public Transport Accessibility Index

- 4.7.1 In compliance with the most recent BREEAM New Construction 2018 (UK), the calculation of the existing public transport Accessibility Index (AI) has been undertaken and provided with **Appendix E**.
- 4.7.2 In total, five transport compliant nodes have been included within the AI calculation as per the following;
- Node 1 – Bus Stops at Station Northern Interchange – circa 110m from application site
 - Node 2 & 3 – Bus Stops on Station Road – circa 550m from application site
 - Node 4 – Bus Stop (southbound) on Caversham Road – circa 350m from application site
 - Node 5 – Reading Railway Station - circa 150m from application site
- 4.7.3 Based on these outlined transport nodes an AI of **29.23** is achieved.

4.8 Personal Injury Collision Review

Introduction

- 4.8.1 PBA have obtained Personal Injury Collision (PIC) data for the study area illustrated in **Figure 4.1**. This corresponds with the local highway network surrounding the proposed redevelopment at Vastern Road, Reading. The PIC records for the latest five year period of 1st October 2013 to 30th September 2018 have been obtained from Reading Borough Council (RBC). The PIC report outputs received from RBC are presented in **Appendix D**.

Figure 4.1: PIC Study Area



- 4.8.2 Collisions are categorised based on the casualty injury severity: slight, serious and fatal, definitions for which are provided below taken from the 2004 DfT document entitled 'Stats 20: Instructions for the completion of Road Accident Reports'.

- Slight: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight);
- Serious: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The serious category, therefore, covers a very broad range of injuries; and
- Fatal: Injuries which cause death either immediately or any time up to 30 days after the collision.

Collision Summary

- 4.8.3 RBC's collision record data showed that there were 53 collisions in the last 5 years. The locations of these are illustrated within **Appendix D**.

4.8.4 A summary of the annual rolling 12-month collision data within the study area is provided in **Table 4.2**. The 5 annual rolling years the data has been reviewed in are as follows;

- Year 1: 1st October 2013 to 30th September 2014
- Year 2: 1st October 2014 to 30th September 2015
- Year 3: 1st October 2015 to 30th September 2016
- Year 4: 1st October 2016 to 30th September 2017
- Year 5: 1st October 2017 to 30th September 2018

Table 4.2: Summary of Collisions

Casualty	Injury Severity	Annual Rolling 12 months					Total
		Year 1	Year 2	Year 3	Year 4	Year 5	
Total	Fatal	0	1	0	0	0	1
	Serious	0	2	2	4	2	10
	Slight	13	3	8	12	6	42
	Total	13	6	10	16	8	53
Pedestrian	Fatal	0	1	0	0	0	1
	Serious	0	1	0	1	0	2
	Slight	1	0	0	1	0	2
	Total	1	2	0	2	0	5
Cyclist	Fatal	0	0	0	0	0	0
	Serious	0	2	2	3	2	9
	Slight	6	2	5	7	3	23
	Total	7	6	10	14	10	32

4.8.5 **Table 4.2** shows that over the 60-month period there were 53 collisions recorded within the study areas of which one was a fatal collision (2%) fatalities, 10 (19%) serious collisions and 42 (79%) slight collisions.

Casualty Summary

4.8.6 A summary of the casualties recorded from the 53 collisions is provided in **Table 4.3**.

Table 4.3: Summary of Casualties

Casualty	Injury Severity	Annual Rolling 12 months					Total
		Year 1	Year 2	Year 3	Year 4	Year 5	
Total	Fatal		1				1
	Serious		3	2	4	2	11
	Slight	14	4	20	15	7	60
	Total	14	8	22	19	9	72
Pedestrian	Fatal		1				1
	Serious		1		1		2
	Slight	2			1		3
	Total	2	2	0	2	0	6
Cyclist	Fatal						0
	Serious		2	2	3	2	9
	Slight	6	2	5	7	3	23
	Total	6	4	7	10	5	32
Motorised Vehicle Driver/ Passenger	Fatal						0
	Serious						0
	Slight	6	2	15	7	4	34
	Total	6	2	15	7	4	34

- 4.8.7 A total of 72 casualties were recorded from the 53 collisions. The majority of these casualties were of a slight severity (83%) with 11 (15%) serious casualties and 1 (1%) fatal casualty recorded in the five year study period.
- 4.8.8 The annual rolling year that recorded the greatest number of casualties was 'Year 3' where 22 of the 72 casualties were recorded. Of these, two were of a serious severity. On further analysis of Year 3's collisions; a single collision involving a Car and a Bus resulted in 10 casualties all of a slight severity.
- 4.8.9 Casualties to a driver or passenger of a motorised vehicle recorded the most casualties with 34 across the 5 years all of which were of a slight nature.
- 4.8.10 A total of 32 cyclist casualties were recorded of which 23 were slight in severity, 9 were serious and none were fatal.
- 4.8.11 Pedestrian injury's account for the lowest proportion of casualties recorded with 6 casualties recorded from the 53 collisions. Half of these casualties were of a slight severity, 2 were serious with one fatality.
- 4.8.12 The collision that resulted in fatal injuries to a pedestrian was recorded on 27/12/2014 and occurred on Caversham Road approximately 60m north of the Great Brighams Mead roundabout. The collision involved 3 cars and two pedestrians. One car left the roundabout too fast and mounted the kerb colliding with the pedestrians on the western footway. The very likely contributory factors attributed to the car driver was aggressive driving, sudden braking, travelling too fast for conditions, exceeding the speed limit and loss of control.

Causation Factors

4.8.13 **Table 4.4** summarises the contributory factors for the 53 collisions during the 5 year study.

Table 4.4: Summary of Contributory Factors

Factor	Contributory Factor			
	Very Likely	Possible	Total	%
Road Environment Contributed	0	5	5	4%
Vehicle Defects	2	1	3	2%
Injudicious Action	7	6	13	10%
Driver/ Rider Error or Reaction	43	18	61	49%
Impairment or Distraction	5	9	14	11%
Behaviour or Inexperience	11	3	14	11%
Vision Affected by	2	3	5	4%
Pedestrian Only (Casualty or Uninjured)	6	1	7	6%
Special Codes	1	1	2	2%
Total	77	47	124	100%

4.8.14 **Table 4.4** shows that of the 53 collisions, 124 contributory factors were attributed to them, 77 (62%) very likely and 47 (38%) possible factors.

4.8.15 Only 5 (4%) of the total contributory factors were attributed to the road environment. This category includes road layout, poor or defective road surface, traffic calming and inadequate or masked signs or road markings

4.8.16 From the analysis of the collision contributory factors, the majority of contributory factors were recorded as being very likely / possible driver / rider error or reaction, with 61 (49%) of the 124 attributed to this sector. Detailed analysis of the contributory factors shows that there is no evidence of a defining collision problem that would be made worse as a result of the development proposals.

5 Trip Generation

5.1 Introduction

- 5.1.1 This section of the TS sets out the agreed methodology to determine the proposed trip generation of the site as well as predict the net difference based on the existing office / depot use and the development proposals.

5.2 Recorded Site Trip Generation

- 5.2.1 Traffic surveys were undertaken when the site was occupied by SSE on Tuesday 18th October 2016. Manual classified turning counts were carried out at each of the three vehicle access points into the site for a 12-hour period between 07:00 to 19:00. In addition, the occupancy of the existing parking was recorded across the same 12-hour period. The recorded surveys results are enclosed within the scoping note.
- 5.2.2 The resulting network peak hour vehicle trip generation for the existing site is summarised in **Table 5.1**.

Table 5.1: Recorded Site Trip Generation (Existing Passenger Car Units)

Time Period	Vehicle Trip Generation		
	Arrive	Depart	Two Way
AM Peak (08:00 to 09:00)	85	5	90
PM Peak (17:00 to 18:00)	1	64	66
Daily (07:00 to 19:00)	238	228	466

- 5.2.3 The traffic surveys of the sites existing uses show that two ways trips of 90 and 66 vehicles are generated in the AM and PM peak hours respectively. Across a daily period (0700 to 1900), 466 two-way vehicle trips were recorded.
- 5.2.4 As agreed during pre-application discussions, the substations and associated kit that will be retained on the SSE owned site has approximately 20 car parking spaces. Vehicle trips associated with the remaining SSE kit will be minimal and associated with maintenance and storage only.

5.3 Proposed Trip Generation

- 5.3.1 The agreed trip generation has been calculated based on surveys of comparable sites within the TRICS database. **Table 5.2** provides the total person trip rates and predicted people generation for the AM (08:00-09:00), PM peak hours (17:00-18:00) and Daily (07:00-19:00). The Ordinary Goods Vehicles (OGV) trip rates have been subtracted from these.

Table 5.2: Proposed Residential Total People (-OGV) Trip rates and Trip Generation (209 homes)

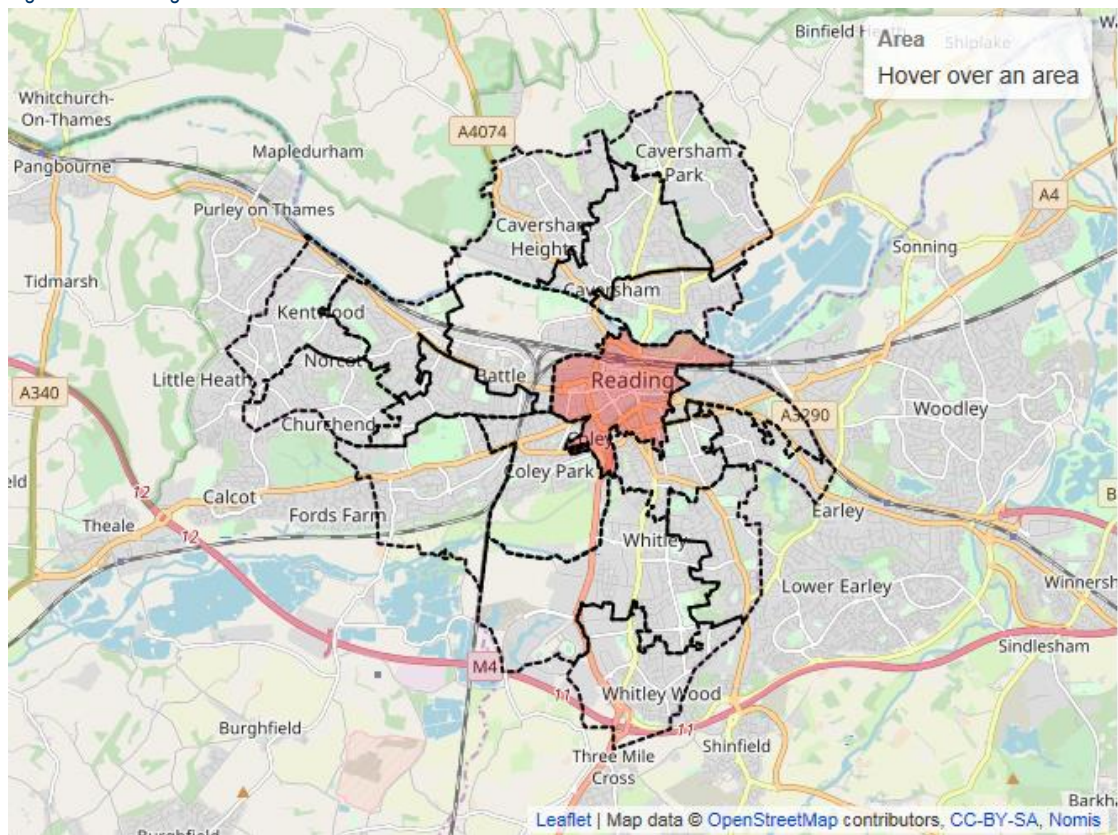
Time-Period	Trip Rate (per home)			Trip Generation (209 homes)		
	Arrive	Depart	Two Way	Arrive	Depart	Two Way
AM Peak (08:00 to 09:00)	0.094	0.477	0.571	20	99	119
PM Peak (17:00 to 18:00)	0.364	0.200	0.564	76	42	118
Daily (07:00 to 19:00)	2.476	2.560	5.036	515	532	1,047

- 5.3.2 **Table 5.2** summarises that the proposed development of 209 homes will generate approximately 119 and 118 people trips in the AM and PM peak period respectively. Across the daily period it is forecasted that 515 arrivals and 532 departures would be generated.
- 5.3.3 As agreed with RBC, the proposed leisure trips will be predominately pass-by or/and link trips. Therefore, no further analysis has been undertaken for this land use.

Multi Modal Split

- 5.3.4 To understand the modal split of the development people trips the 2011 Census Travel to Work Data has been used for the 'Reading 011' E02003399 Middle Super Output Area (MSOA) which is shown on **Figure 5.1**.

Figure 5.1: Reading 011 MSOA



- 5.3.5 The resulting 2011 Census Travel to Work modal split for the MSOA is outlined in **Table 5.3** along with the corresponding multimodal trip generation.

Table 5.3: 2011 Census Modal Split and Multimodal Trip Generation

Time Period	Modal Split (%)	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		Arrive	Depart	Two Way	Arrive	Depart	Two Way
Underground, metro, light rail	0.4%	0	0	0	0	0	0
Train	20.4%	4	20	24	15	8	24
Bus/ Coach	11.5%	2	11	14	9	5	13
Taxi	0.3%	0	0	0	0	0	0
Motorcycle	0.4%	0	0	0	0	0	0
Driving a car or Van	30.4%	6	30	36	23	13	36
Passenger in a car or van	3.2%	1	3	4	2	1	4
Bicycle	3.5%	1	3	4	3	1	4
Foot	29.5%	6	29	35	22	12	35
Other	0.5%	0	0	1	0	0	1
Total	100%	20	99	119	76	42	118

*May be some rounding errors

5.3.6 **Table 5.3** shows that the proposed 209 residential development will generate 119 and 118 two way 'Car Trips' in the AM and PM peak hours respectively.

5.3.7 Due to the sustainable location of the site, sustainable transport modes (car share, train, buses, walking, and cycling) accounts for 68.5% of trips. Of these sustainable modes walking (29.5%) is predicted to be the most common method of travelling to work with 35 two-way walking trips to/from the site in both peak periods.

5.4 Net Trip Impact

5.4.1 **Table 5.4** presents the net comparison of car trip generation of the existing SSE office and the proposed residential development.

Table 5.4: Net Difference Trip Generation

	AM Peak (8:00-9:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Two Way	Arrive	Depart	Two Way
Existing	85	5	90	1	64	65
Proposed	6	30	36	23	13	36
Residual Impact	-79	+25	-54	+22	-51	-29

5.4.2 As summarised in Table 5-4, the redevelopment of the former SSE site is predicted to result in an overall reduction of two-way car trips across both the AM and PM peak hours.

6 Summary & Conclusion

6.1 Overview

6.1.1 This TS is considered to have delivered on its purpose and objectives by:

- Confirming the impact of the proposed development on the surrounding highway network at The Old Power Station on Vastern Road will result in an overall reduction of two-way car trips across both the AM and PM peak hours compared to its current use;
- Outlining the suitability of the development proposals in terms of access for pedestrians and cyclists with associated parking and refuse servicing; and
- Describing how access and movement could be achieved for all modes, with an emphasis on encouraging sustainable travel alternatives.

6.2 Conclusions

6.2.1 Based on the findings of this TS, it is recommended that the development proposals be considered positively from a transport perspective with no material impact on the local highway network, when RBC considers the planning application in the round.

Appendix A Scoping Note

TECHNICAL NOTE

Job Name: 53 - 55 Vastern Road, Reading
Job No: 45152
Note No: 45152/TN01/Rev A
Date: March 2019
Prepared By: Dan Townsend
Subject: Transport Pre-Application Scoping Note

1 Introduction

Peter Brett Associates LLP (PBA) has been commissioned by Berkeley Homes Southern to provide transport and highways advice for the redevelopment of 53 - 55 Vastern Road, Reading, RG1 8BU.

This Technical Note (TN) outlines the proposed scope and methodology of the assessment to be undertaken in the preparation of a future Transport Statement (TS), which will be developed to accompany the future planning application.

This TN has been updated to respond to Reading Borough Council (RBC) formal written pre-application response dated 15th February 2019, in addition to the evolution of the masterplan.

2 Site Location

Figure 2.1 indicates the site location with Reading and highlights the existing land uses in the local area.

Figure 2.1: Site Location



53 - 55 Vastern Road forms part of the former SSE Reading depot and has boundaries clearly defined by the River Thames to the north, retained SSE electrical transformers and associated works to the east, Vastern Road to south and residential properties fronting Lynmouth Road to the west.

TECHNICAL NOTE

The site currently has 150 demarcated parking spaces and 30 unofficial parking spaces. There are 5 disabled parking spaces located on the site.

Figure 2.2 shows the current operation and land ownership boundaries.

Figure 2.2: Site Landownership Boundaries



3 Emerging Development Proposals

The emerging development proposals for 53 - 55 Vastern Road is to provide up to 240 new homes.

Creating a safe, legible and attractive pedestrian and cycle route that connects to the existing infrastructure between Reading Town Centre and Caversham is recognised as a key component of the development proposals.

To tie into this pedestrian and cycle route, a new toucan crossing will be provided across Vastern Road. This facility can be provided within land located in the highway boundary and site ownership.

RBC's Parking Strategy was adopted in October 2011, and contains residential parking standards, along with standards for cycle and motorcycle parking provision. The parking standards in Reading are based on RBC's zonal scheme. The site is located within Zone 1. The maximum car parking standards for the area in which the site is located is summarised within **Table 3.1**.

Table 3.1: RBC Car Parking Standards (taken from RBC Revised Parking Standards and Design 2011)

Unit Type	Zone 1 Car Parking Spaces per Unit
Flat 1-2 bed	0.5
Flat 3+ bed	1
House 1 bed	0.5

TECHNICAL NOTE

House 2 bed	1
Visitors	0

Residential cycle parking will be provided in accordance with the RBC Parking Standards and Design SPD, 2011 the standards are summarised in **Table 3.2**.

Table 3.2: RBC Cycle Parking Standards

House Type	No. Cycle Spaces Required per Unit
Flat 1/2-bed	0.5
Flat 3+-bed	1
House 1 bed	1
House 2/3 bed	2

All cycle parking facilities will be secure and located in convenient positions. Visitor cycle parking will be provided as communal parking.

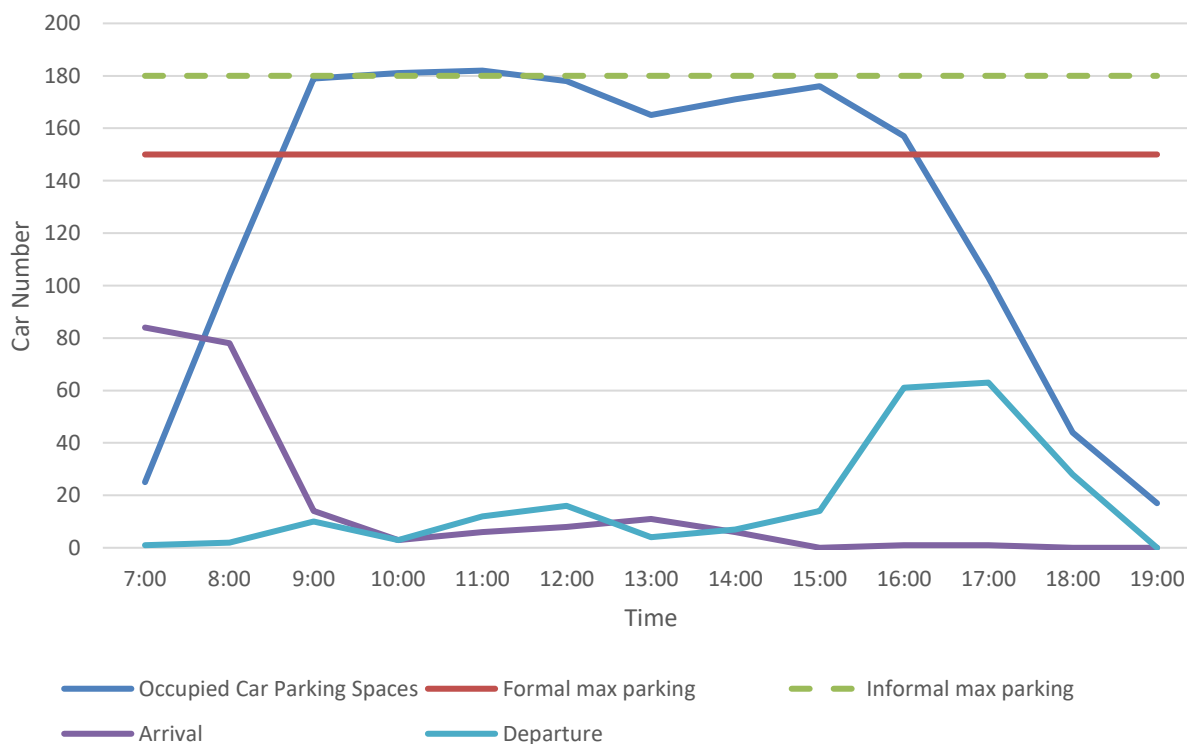
Servicing and delivery for the site will be in accordance with RBC's Waste Minimisation Strategy 2015 – 2020 and will be designed following RBC's Waste Management Guidelines. All servicing and delivery for the site will occur within the proposed site boundary.

4 Recorded Trip Generation

A Manual Classified Traffic Count (MCTC) was undertaken on Tuesday 18th October 2016 by an independent third party traffic surveyor. The recorded survey results are enclosed under **Appendix A**.

Figure 4.1 shows a breakdown of the parking occupancy, vehicle arrival and departure frequency.

Figure 4.1: Car Parking Accumulation (Tuesday 18th October 2016)



TECHNICAL NOTE

Figure 4.1 illustrates that large numbers of SSE staff arrive on site between the hours of 07:00 and 09:00 which leads to the SSE car park becoming fully occupied by 9.00am with both the demarcated and informal car parking spaces filled.

Throughout the working day, there are minimal arrivals and departures at the site up until 15:00. After 15:00 there were no more arrivals to the site recorded and the car park begins to empty.

Between 15:00 and 16:00 there is a large rise in the number of staff departing the site, which corresponds with a drop in occupied car parking spaces.

By 19:00 the majority of the car parking spaces are no longer occupied. Therefore, it can be assumed the remaining cars on site are either pool cars or staff working late.

Table 4.1 shows the recorded vehicle movements during the morning and evening peak hours.

Table 4.1: Recorded Site Vehicle Trip Generation

Time Period	Survey		
	Arrive	Depart	Two-way
AM Peak (08:00 - 09:00)	85	5	90
PM Peak (17:00 - 18:00)	1	65	66

The substations and associated kit will be retained on the SSE owned site, this currently has approximately 20 car parking spaces. Vehicle trips associated with the remaining SSE kit will be minimal and associated with maintenance and storage only.

5 Proposed Trip Generation

Table 5.1 outlines the total people excluding OGV trip rates based on the selected TRICS sites suggested by RBC highway officers, the table also summarises the trip generation of the site based on 240 homes.

Table 5.1: Total People Trip Rates & Trip Generation (240 homes)

Time Period	Trip Rates			Trip Generation (240 homes)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 - 09:00)	0.094	0.477	0.571	23	114	137
PM Peak (17:00 - 18:00)	0.364	0.2	0.564	87	48	135

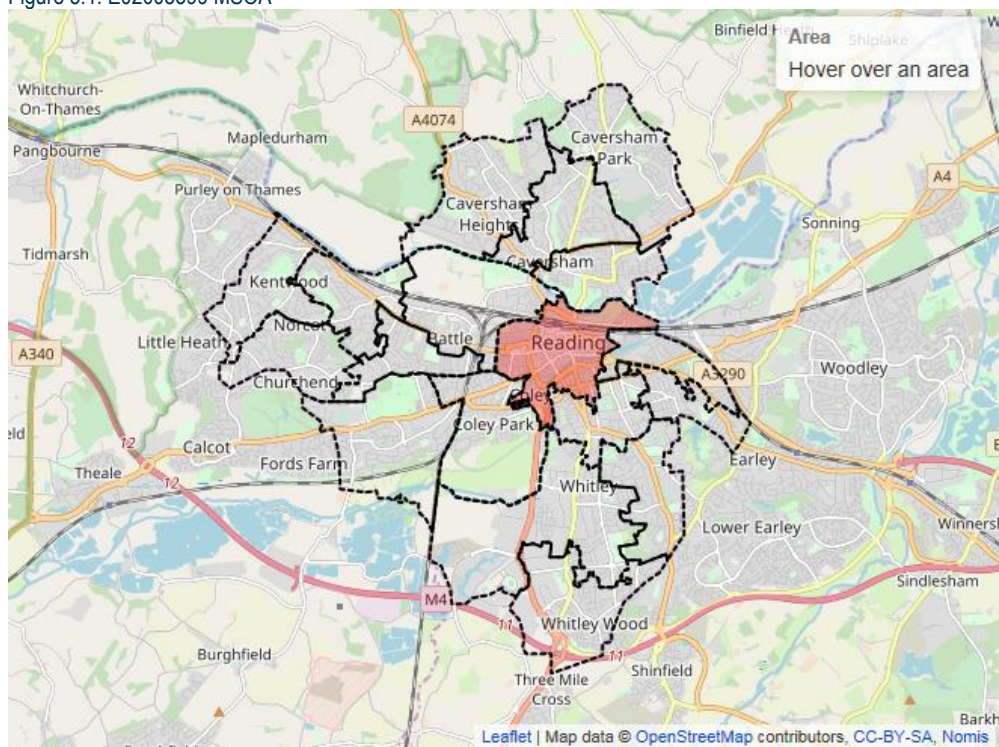
The proposed TRICS output is enclosed under **Appendix B**.

Modal Share has been determined from 2011 Census data for Origin Destination- Travel to Work data for residents and workplace for the 'Reading 011' E02003399 Middle Layer Super Output Area (MSOA). The location of the selected MSA is shown on **Figure 5.1**.

RBC have requested the parking provision within this MSA, an estimate of the parking provision has been calculated on car ownership data within the MSA from 2011 Census data, which estimates the provision to be 0.66 per household. It is worth noting that this data is now 8 years old and a number of recently approved and built out residential developments in Reading town centre have been car free.

TECHNICAL NOTE

Figure 5.1: E02003399 MSOA



The modal split for this MSOA is outlined in **Table 5.2**.

Table 5.2: Modal Split from 2011 Census Journey to Work (Place of Residence: E02003399)

Method of Travel	Modal Split (%)
Underground, metro, light rail	0.3%
Train	20.2%
Bus/ Coach	11.8%
Taxi	0.2%
Motorcycle	0.4%
Driving a car or Van	29.2%
Passenger in a car or van	3.1%
Bicycle	3.6%
Foot	31.0%
Other	0.1%
Works from home	0%

Applying the modal split outlined in **Table 5.2** to the total people excluding OGV trip generation gives the multi-modal trip generation for the proposed residential area shown in **Table 5.3**.

Table 5.3: Proposed Trip Generation (240 Homes)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Underground, metro, light rail	0	0	0	0	0	0

TECHNICAL NOTE

Train	5	23	28	18	10	27
Bus/ Coach	3	14	16	10	6	16
Taxi	0	0	0	0	0	0
Motorcycle	0	0	1	0	0	1
Driving a car or Van	7	33	40	26	14	40
Passenger in a car or van	1	4	4	3	1	4
Bicycle	1	4	5	3	2	5
Foot	7	35	42	27	15	42
Other	0	0	0	0	0	0
Works from Home	0	0	0	0	0	0
Total People	23	114	137	87	48	135

6 Vehicle Net Impact

Table 6.1 summaries the morning and evening peak hour net vehicular impact associated with the development proposals.

Table 6.1: Vehicle Net Difference

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Recorded Land Use (SSE, 2016)	85	5	90	1	65	66
Proposed Land Use (240 homes)	7	33	40	26	14	40
Net Difference	-78	28	-50	25	-51	-26

Table 6.1 shows that there would be a net reduction in trips in both the AM and PM peaks.

7 Future Application

The purpose of this scoping note is to outline the proposed approach and scope and seek to agree the methodology of the TS with Reading Borough Council, the local planning and highway authority.

TECHNICAL NOTE

Appendix A – Recorded Traffic Surveys

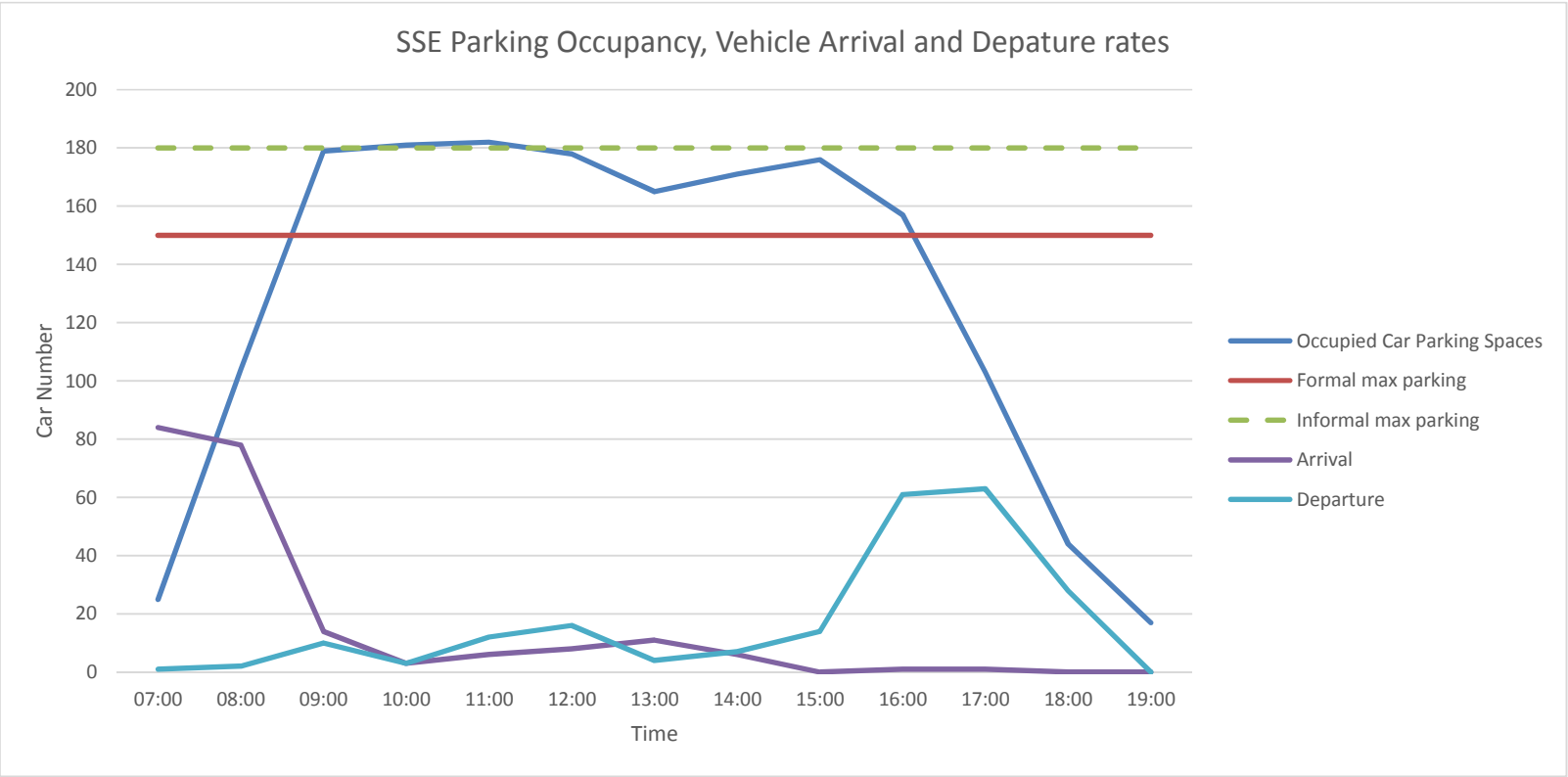
Project Number: TSP 12930
Project Name: SSE Site, Vastern Road
Survey Type: Manual Classified Traffic Counts

Location: SSE Site, Vastern Road



Time	Cars	Arrival	Departure	Mcy	Pcy
07:00	25	84	1	1	0
08:00	104	78	2	3	0
09:00	179	14	10	3	0
10:00	181	3	3	3	0
11:00	182	6	12	3	0
12:00	178	8	16	3	0
13:00	165	11	4	3	0
14:00	171	6	7	3	0
15:00	176	0	14	3	0
16:00	157	1	61	3	0
17:00	103	1	63	2	0
18:00	44	0	28	1	0
19:00	17	0	0	0	0

Fromal Informal
150 180
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150 180
150 180



Project Number: **TSP 12930**
Project Name: **SSE Site, Vastern Road**
Survey Type: **Manual Classified Traffic Counts**



Project Number: **TSP 12930**
Project Name: **SSE Site, Vastern Road**
Survey Type: **Manual Classified Traffic Counts**



Location: **MCTC Site 1 - SSE Access Site 1 off Vastern Road, Reading**
Date: **Tuesday 18th October 2016**

Location: **MCTC Site 1 - SSE Access Site 1 off Vastern Road, Reading**
Date: **Tuesday 18th October 2016**

GATE CLOSING TIME:18:04:43

Time	A-B									B - A									Time	Two-way Flow									
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)		CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00								0	0	11							11	11	07:00	11	0	0	0	0	0	0	0	11	11
07:15								0	0	17							17	17	07:15	17	0	0	0	0	0	0	0	17	17
07:30								0	0	21					1	2	24	21.8	07:30	21	0	0	0	0	0	1	2	24	21.8
07:45								0	0	35							35	35	07:45	35	0	0	0	0	0	0	0	35	35
H/Total	0	0	0	0	0	0	0	0	0	84	0	0	0	0	1	2	87	84.8	H/Total	84	0	0	0	0	0	1	2	87	84.8
08:00								0	0	30							30	30	08:00	30	0	0	0	0	0	0	0	30	30
08:15								0	0	30			2		1	2	35	33.8	08:15	30	0	2	0	0	0	1	2	35	33.8
08:30								0	0	13					1		14	13.4	08:30	13	0	0	0	0	0	1	0	14	13.4
08:45								0	0	5		1					6	6.5	08:45	5	0	1	0	0	0	0	0	6	6.5
H/Total	0	0	0	0	0	0	0	0	0	78	0	3	0	0	2	2	85	83.7	H/Total	78	0	3	0	0	0	2	2	85	83.7
09:00								0	0	6							6	6	09:00	6	0	0	0	0	0	0	0	6	6
09:15								0	0	1	1						2	2	09:15	1	1	0	0	0	0	0	0	2	2
09:30								0	0	3							3	3	09:30	3	0	0	0	0	0	0	0	3	3
09:45								0	0	4							4	4	09:45	4	0	0	0	0	0	0	0	4	4
H/Total	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	15	H/Total	14	1	0	0	0	0	0	0	15	15
10:00								0	0	0							0	0	10:00	0	0	0	0	0	0	0	0	0	0
10:15								0	0	1							1	1	10:15	1	0	0	0	0	0	0	0	1	1
10:30								0	0	1	1						2	2	10:30	1	1	0	0	0	0	0	0	2	2
10:45								0	0	1	1						2	2	10:45	1	1	0	0	0	0	0	0	2	2
H/Total	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	5	H/Total	3	2	0	0	0	0	0	0	5	5
11:00								0	0	2	1						3	3	11:00	2	1	0	0	0	0	0	0	3	3
11:15								0	0	1							1	1	11:15	1	0	0	0	0	0	0	0	1	1
11:30								0	0	2							2	2	11:30	2	0	0	0	0	0	0	0	2	2
11:45								0	0	1							1	1	11:45	1	0	0	0	0	0	0	0	1	1
H/Total	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7	H/Total	6	1	0	0	0	0	0	0	7	7
12:00	1							1	1	0							0	0	12:00	1	0	0	0	0	0	0	0	1	1
12:15								0	0	0							0	0	12:15	0	0	0	0	0	0	0	0	0	0
12:30								0	0	2	1						3	3	12:30	2	1	0	0	0	0	0	0	3	3
12:45								0	0	6							6	6	12:45	6	0	0	0	0	0	0	0	6	6
H/Total	1	0	0	0	0	0	0	1	1	8	1	0	0	0	0	0	9	9	H/Total	9	1	0	0	0	0	0	0	10	10
13:00								0	0	3							3	3	13:00	3	0	0	0	0	0	0	0	3	3
13:15								0	0	3							3	3	13:15	3	0	0	0	0	0	0	0	3	3
13:30								0	0	3	1						4	4	13:30	3	1	0	0	0	0	0	0	4	4
13:45								0	0	2							2	2	13:45	2	0	0	0	0	0	0	0	2	2
H/Total	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	12	H/Total	11	1	0	0	0	0	0	0	12	12
14:00								0	0	2	1						3	3	14:00	2	1	0	0	0	0	0	0	3	3
14:15								0	0	3							3	3	14:15	3	0	0	0	0	0	0	0	3	3
14:30								0	0	0							0	0	14:30	0	0	0	0	0	0	0	0	0	0
14:45								0	0	1							1	1	14:45	1	0	0	0	0	0	0	0	1	1
H/Total	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7	H/Total	6	1	0	0	0	0	0	0	7	7
15:00								0	0	0							0	0	15:00	0	0	0	0	0	0	0	0	0	0
15:15								0	0	0							0	0	15:15	0	0	0	0	0	0	0	0	0	0
15:30								0	0	0							0	0	15:30	0	0	0	0	0	0	0	0	0	0
15:45								0	0	0							0	0	15:45	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0	0
16:00								0	0	0		1					1	1	16:00	0	1	0	0	0	0	0	0	1	1
16:15								0	0	0							0	0	16:15	0	0	0	0	0	0	0	0	0	0
16:30								0	0	1							1	1	16:30	1	0	0	0	0	0	0	0	1	1
16:45								0	0	0							0	0	16:45	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	H/Total	1	1	0	0	0	0	0	0	2	2
17:00								0	0	0							0	0	17:00	0	0	0	0	0	0	0	0	0	0
17:15								0	0	0							0	0	17:15	0	0	0	0	0	0	0	0	0	0
17:30								0	0	0		1					1	1	17:30	1	0	0	0	0	0	0	0	1	1
17:45								0	0	0							0	0	17:45	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	H/Total	1	0	0	0	0	0	0	0	1	1
18:00								0	0	0							0	0	18:00	0	0	0	0	0	0	0	0	0	0
18:15								0	0	0							0	0	18:15	0	0	0	0	0	0	0	0	0	0
18:30								0	0	0							0	0	18:30	0	0	0	0	0	0	0	0	0	0
18:45								0	0	0							0	0	18:45	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0	0
12H	1	0	0	0	0	0	0	1	1	212	8	3	0	0															

Project Number: **TSP 12930**
Project Name: **SSE Site, Vastern Road**
Survey Type: **Manual Classified Traffic Counts**



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Date: **Tuesday 18th October 2016**

Location: **MCTC Site 2 - SSE Access Site 2 off Vastern Road, Reading**
Date: **Tuesday 18th October 2016**

GATE ALWAYS CLOSED

Time	A-B									B - A									Time	Two-way Flow								
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)		CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0	07:00	0	0	0	0	0	0	0	0	0
07:15								0	0								0	0	07:15	0	0	0	0	0	0	0	0	0
07:30								0	0								0	0	07:30	0	0	0	0	0	0	0	0	0
07:45								0	0								0	0	07:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
08:00								0	0								0	0	08:00	0	0	0	0	0	0	0	0	0
08:15								0	0								0	0	08:15	0	0	0	0	0	0	0	0	0
08:30								0	0								0	0	08:30	0	0	0	0	0	0	0	0	0
08:45								0	0								0	0	08:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
09:00								0	0								0	0	09:00	0	0	0	0	0	0	0	0	0
09:15								0	0								0	0	09:15	0	0	0	0	0	0	0	0	0
09:30								0	0								0	0	09:30	0	0	0	0	0	0	0	0	0
09:45								0	0								0	0	09:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
10:00								0	0								0	0	10:00	0	0	0	0	0	0	0	0	0
10:15								0	0								0	0	10:15	0	0	0	0	0	0	0	0	0
10:30								0	0								0	0	10:30	0	0	0	0	0	0	0	0	0
10:45								0	0								0	0	10:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
11:00								0	0								0	0	11:00	0	0	0	0	0	0	0	0	0
11:15								0	0								0	0	11:15	0	0	0	0	0	0	0	0	0
11:30								0	0								0	0	11:30	0	0	0	0	0	0	0	0	0
11:45								0	0								0	0	11:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
12:00								0	0								0	0	12:00	0	0	0	0	0	0	0	0	0
12:15								0	0								0	0	12:15	0	0	0	0	0	0	0	0	0
12:30								0	0								0	0	12:30	0	0	0	0	0	0	0	0	0
12:45								0	0								0	0	12:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
13:00								0	0								0	0	13:00	0	0	0	0	0	0	0	0	0
13:15								0	0								0	0	13:15	0	0	0	0	0	0	0	0	0
13:30								0	0								0	0	13:30	0	0	0	0	0	0	0	0	0
13:45								0	0								0	0	13:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
14:00								0	0								0	0	14:00	0	0	0	0	0	0	0	0	0
14:15								0	0								0	0	14:15	0	0	0	0	0	0	0	0	0
14:30								0	0								0	0	14:30	0	0	0	0	0	0	0	0	0
14:45								0	0								0	0	14:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
15:00								0	0								0	0	15:00	0	0	0	0	0	0	0	0	0
15:15								0	0								0	0	15:15	0	0	0	0	0	0	0	0	0
15:30								0	0								0	0	15:30	0	0	0	0	0	0	0	0	0
15:45								0	0								0	0	15:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
16:00								0	0								0	0	16:00	0	0	0	0	0	0	0	0	0
16:15								0	0								0	0	16:15	0	0	0	0	0	0	0	0	0
16:30								0	0								0	0	16:30	0	0	0	0	0	0	0	0	0
16:45								0	0								0	0	16:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
17:00								0	0								0	0	17:00	0	0	0	0	0	0	0	0	0
17:15								0	0								0	0	17:15	0	0	0	0	0	0	0	0	0
17:30								0	0								0	0	17:30	0	0	0	0	0	0	0	0	0
17:45								0	0								0	0	17:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
18:00								0	0								0	0	18:00	0	0	0	0	0	0	0	0	0
18:15								0	0								0	0	18:15	0	0	0	0	0	0	0	0	0
18:30								0	0								0	0	18:30	0	0	0	0	0	0	0	0	0
18:45								0	0								0	0	18:45	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/Total	0	0	0	0	0	0	0	0	0
12H	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12H	0	0	0	0	0	0	0	0	0

Rolling Hour	Total
07:00 08:00	0
07:15 08:15	0
07:30 08:30	0
07:45 08:45	0

08:00	09:00	0
08:15	09:15	0
08:30	09:30	0
08:45	09:45	0

09:00	10:00	0
09:15	10:15	0
09:30	10:30	0
09:45	10:45	0

10:00	11:00	0
10:15	11:15	0
10:30	11:30	0
10:45	11:45	0

11:00	12:00	0
11:15	12:15	0
11:30	12:30	0
11:45	12:45	0

12:00	13:00	0
12:15	13:15	0
12:30	13:30	0
12:45	13:45	0

13:00	14:00	0
13:15	14:15	0
13:30	14:30	0
13:45	14:45	0

14:00	15:00	0
14:15	15:15	0
14:30	15:30	0
14:45	15:45	0

15:00	16:00	0
15:15	16:15	0
15:30	16:30	0
15:45	16:45	0

16:00	17:00	0
16:15	17:15	0
16:30	17:30	0
16:45	17:45	0

Project Number: **TSP 12930**
Project Name: **SSE Site, Vastern Road**
Survey Type: **Manual Classified Traffic Counts**



Project Number: **TSP 12930**
Project Name: **SSE Site, Vastern Road**
Survey Type: **Manual Classified Traffic Counts**



Location: **MCTC Site 3 - SSE Access Site 3 off Lynmouth Road, Reading**
Date: **Tuesday 18th October 2016**

Location: **MCTC Site 3 - SSE Access Site 3 off Lynmouth Road, Reading**
Date: **Tuesday 18th October 2016**

GATES OPENED ON DEMAND

Time	A-B									B - A									Time	Two-way Flow									
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)		CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00								0	0									0	0	07:00	0	0	0	0	0	0	0	0	
07:15								0	0									0	0	07:15	0	0	0	0	0	0	0	0	
07:30								0	0									0	0	07:30	0	0	0	0	0	0	0	0	
07:45	1							1	1									0	0	07:45	1	0	0	0	0	0	1	1	
H/Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	H/Total	1	0	0	0	0	0	0	1	1	
08:00	1							1	1									0	0	08:00	1	0	0	0	0	0	1	1	
08:15	1		2					3	4									0	0	08:15	1	0	2	0	0	0	3	4	
08:30								0	0									0	0	08:30	0	0	0	0	0	0	0	0	
08:45			1					1	1.5									0	0	08:45	0	0	1	0	0	0	1	1.5	
H/Total	2	0	3	0	0	0	0	5	6.5	0	0	0	0	0	0	0	0	0	H/Total	2	0	3	0	0	0	0	5	6.5	
09:00	1						1	2	1.2									0	0	09:00	1	0	0	0	0	0	1	1.2	
09:15	2							2	2									0	0	09:15	2	0	0	0	0	0	2	2	
09:30	4	1						5	5									0	0	09:30	4	1	0	0	0	0	5	5	
09:45	3							3	3									0	0	09:45	3	0	0	0	0	0	3	3	
H/Total	10	1	0	0	0	0	1	12	11.2	0	0	0	0	0	0	0	0	0	H/Total	10	1	0	0	0	0	1	12	11.2	
10:00								0	0									0	0	10:00	0	0	0	0	0	0	0	0	
10:15	2							2	2									0	0	10:15	2	0	0	0	0	0	2	2	
10:30		1						1	1									0	0	10:30	0	1	0	0	0	0	1	1	
10:45	1	1						2	2									0	0	10:45	1	1	0	0	0	0	2	2	
H/Total	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	H/Total	3	2	0	0	0	0	0	5	5	
11:00	2	1						3	3									0	0	11:00	2	1	0	0	0	0	3	3	
11:15	2							2	2									0	0	11:15	2	0	0	0	0	0	2	2	
11:30	3							3	3									0	0	11:30	3	0	0	0	0	0	3	3	
11:45	5							5	5									0	0	11:45	5	0	0	0	0	0	5	5	
H/Total	12	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	H/Total	12	1	0	0	0	0	0	13	13	
12:00	4							4	4								1	0.2	12:00	4	0	0	0	0	0	1	5		
12:15	4							4	4									0	0	12:15	4	0	0	0	0	0	4	4	
12:30	6							6	6									0	0	12:30	6	0	0	0	0	0	6	6	
12:45	2	1						3	3									0	0	12:45	2	1	0	0	0	0	3	3	
H/Total	16	1	0	0	0	0	0	17	17	0	0	0	0	0	0	0	1	0.2	H/Total	16	1	0	0	0	0	1	18	17.2	
13:00	1							1	1									0	0	13:00	1	0	0	0	0	0	1	1	
13:15	1							1	1									0	0	13:15	1	0	0	0	0	0	1	1	
13:30	2							2	2									0	0	13:30	2	0	0	0	0	0	2	2	
13:45		1						1	1									0	0	13:45	0	1	0	0	0	0	1	1	
H/Total	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	H/Total	4	1	0	0	0	0	0	5	5	
14:00	1							1	1									0	0	14:00	1	0	0	0	0	0	1	1	
14:15	1	1						2	2									0	0	14:15	1	1	0	0	0	0	2	2	
14:30	3							3	3									0	0	14:30	3	0	0	0	0	0	3	3	
14:45	2							2	2									0	0	14:45	2	0	0	0	0	0	2	2	
H/Total	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	H/Total	7	1	0	0	0	0	0	8	8	
15:00	4							4	4									0	0	15:00	4	0	0	0	0	0	4	4	
15:15	3							3	3									0	0	15:15	3	0	0	0	0	0	3	3	
15:30	4							4	4									0	0	15:30	4	0	0	0	0	0	4	4	
15:45	3							3	3									0	0	15:45	3	0	0	0	0	0	3	3	
H/Total	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	H/Total	14	0	0	0	0	0	0	14	14	
16:00	11	1						12	12									0	0	16:00	11	1	0	0	0	0	12	12	
16:15	16							16	16									0	0	16:15	16	0	0	0	0	0	16	16	
16:30	20							20	20									0	0	16:30	20	0	0	0	0	0	20	20	
16:45	14							14	14									0	0	16:45	14	0	0	0	0	0	14	14	
H/Total	61	1	0	0	0	0	0	62	62	0	0	0	0	0	0	0	0	0	H/Total	61	1	0	0	0	0	0	62	62	
17:00	27						2	29	27.8									0	0	17:00	27	0	0	0	0	2	29	27.8	
17:15	14							14	14									0	0	17:15	14	0	0	0	0	0	14	14	
17:30	18							18	18									0	0	17:30	18	0	0	0	0	0	18	18	
17:45	4							4	4									0	0	17:45	4	0	0	0	0	0	4	4	
H/Total	63	0	0	0	0	2	0	65	63.8	0	0	0	0	0	0	0	0	0	H/Total	63	0	0	0	0	2	0	65	63.8	
18:00	14	1					1	16	15.2									0	0	18:00	14	1	0	0	0	0	16	15.2	
18:15	5							5	5									0	0	18:15	5	0	0	0	0	0	5	5	
18:30	8							8	8									0	0	18:30	8	0	0	0	0	0	8	8	
18:45	1					1		2	1.4									0	0	18:45	1	0	0	0	0	1	2	1.4	
H/Total	28	1	0	0	0	1	1	31	29.6	0	0	0	0	0	0	0	0	0	H/Total	28	1	0	0	0	1	1	31	29.6	
12H	221	9	3	0	0	3	2	238	236.1	0	0	0	0	0	0	0	1	1	0.2	12H	221	9	3	0	0	3	3	239	236.3

Rolling Hour	Total
07:00	08:00
07:15	08:15
07:30	08:30
07:45	08:45

08:00	09:00
08:15	09:15
08:30	09:30
08:45	09:45

09:00	10:00
09:15	10:15
09:30	10:30
09:45	10:45

10:00	11:00
10:15	11:15
10:30	11:30
10:45	11:45

11:00	12:00
11:15	12:15
11:30	12:30
11:45	12:45

12:00	13:00
12:15	13:15
12:30	13:30
12:45	13:45

13:00	14:00
13:15	14:15
13:30	14:30
13:45	14:45

14:00	15:00
14:15	15:15
14:30	15:30
14:45	15:45

15:00	16:00
15:15	16:15
15:30	16:30
15:45	16:45

16:00	17:00
16:15	17:15
16:30	17:30
16:45	17:45

17:00	18:00
17:15	18:15
17:30	18:30
17:45	18:45

18:00	19:00
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Time	Departure							Arriva Hour
	Car	LGV	OGV1	OGV2	PSV	MCY	PCY	

TECHNICAL NOTE

Appendix B – TRICS Output

Calculation Reference: AUDIT-541501-190213-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HM HAMMERSMITH AND FULHAM	1 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	2 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 14 to 294 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: Selected: 0 to 290 Actual: 0 to 290

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	4
Edge of Town Centre	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3
Built-Up Zone	7
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	13 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	3 days
100,001 or More	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	2 days
500,001 or More	10 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	7 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
5 Very Good	1 days
6a Excellent	5 days
6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
3	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
4	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
5	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street			
	Total Number of dwellings:	42		
	Survey date: WEDNESDAY	16/07/14		Survey Type: MANUAL
6	IS-03-C-04 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone			
	Total Number of dwellings:	157		
	Survey date: THURSDAY	14/07/16		Survey Type: MANUAL
7	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	15		
	Survey date: WEDNESDAY	29/06/16		Survey Type: MANUAL
8	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	14		
	Survey date: MONDAY	27/06/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KI-03-C-02	BLOCK OF FLATS	KINGSTON
	SOPWITH WAY		
	KINGSTON UPON THAMES		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	132	
	Survey date: MONDAY	14/06/10	Survey Type: MANUAL
10	KN-03-C-02	BLOCK OF FLATS	KENSINGTON AND CHELSEA
	BECKFORD CLOSE		
	SOUTH KENSINGTON		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	294	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL
11	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET		
	SOUTHWARK		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
12	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK		
	BERMONDSEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
13	WH-03-C-01	BLOCKS OF FLATS	WANDSWORTH
	AMIES STREET		
	CLAPHAM JUNCTION		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	09/05/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-03-C-01	1
EX-03-C-02	1
HO-03-C-02	1
HO-03-C-03	1
KI-03-C-03	1
KN-03-C-03	1
NF-03-C-01	1
SF-03-C-01	1

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.019	13	82	0.064	13	82	0.083
08:00 - 09:00	13	82	0.039	13	82	0.097	13	82	0.136
09:00 - 10:00	13	82	0.048	13	82	0.042	13	82	0.090
10:00 - 11:00	13	82	0.028	13	82	0.039	13	82	0.067
11:00 - 12:00	13	82	0.044	13	82	0.038	13	82	0.082
12:00 - 13:00	13	82	0.040	13	82	0.046	13	82	0.086
13:00 - 14:00	13	82	0.044	13	82	0.040	13	82	0.084
14:00 - 15:00	13	82	0.029	13	82	0.039	13	82	0.068
15:00 - 16:00	13	82	0.044	13	82	0.029	13	82	0.073
16:00 - 17:00	13	82	0.058	13	82	0.044	13	82	0.102
17:00 - 18:00	13	82	0.064	13	82	0.045	13	82	0.109
18:00 - 19:00	13	82	0.064	13	82	0.062	13	82	0.126
19:00 - 20:00	5	102	0.045	5	102	0.037	5	102	0.082
20:00 - 21:00	5	102	0.039	5	102	0.029	5	102	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.605			0.651			1.256

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	14 - 294 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.005	13	82	0.005	13	82	0.010
08:00 - 09:00	13	82	0.007	13	82	0.008	13	82	0.015
09:00 - 10:00	13	82	0.007	13	82	0.007	13	82	0.014
10:00 - 11:00	13	82	0.003	13	82	0.003	13	82	0.006
11:00 - 12:00	13	82	0.006	13	82	0.006	13	82	0.012
12:00 - 13:00	13	82	0.005	13	82	0.005	13	82	0.010
13:00 - 14:00	13	82	0.004	13	82	0.004	13	82	0.008
14:00 - 15:00	13	82	0.001	13	82	0.001	13	82	0.002
15:00 - 16:00	13	82	0.003	13	82	0.003	13	82	0.006
16:00 - 17:00	13	82	0.008	13	82	0.007	13	82	0.015
17:00 - 18:00	13	82	0.005	13	82	0.004	13	82	0.009
18:00 - 19:00	13	82	0.007	13	82	0.007	13	82	0.014
19:00 - 20:00	5	102	0.006	5	102	0.006	5	102	0.012
20:00 - 21:00	5	102	0.012	5	102	0.012	5	102	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.078			0.157

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.004	13	82	0.004	13	82	0.008
08:00 - 09:00	13	82	0.000	13	82	0.000	13	82	0.000
09:00 - 10:00	13	82	0.001	13	82	0.001	13	82	0.002
10:00 - 11:00	13	82	0.002	13	82	0.002	13	82	0.004
11:00 - 12:00	13	82	0.000	13	82	0.000	13	82	0.000
12:00 - 13:00	13	82	0.002	13	82	0.001	13	82	0.003
13:00 - 14:00	13	82	0.000	13	82	0.001	13	82	0.001
14:00 - 15:00	13	82	0.001	13	82	0.001	13	82	0.002
15:00 - 16:00	13	82	0.000	13	82	0.000	13	82	0.000
16:00 - 17:00	13	82	0.001	13	82	0.001	13	82	0.002
17:00 - 18:00	13	82	0.000	13	82	0.000	13	82	0.000
18:00 - 19:00	13	82	0.000	13	82	0.000	13	82	0.000
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.003	13	82	0.008	13	82	0.011
08:00 - 09:00	13	82	0.000	13	82	0.014	13	82	0.014
09:00 - 10:00	13	82	0.003	13	82	0.007	13	82	0.010
10:00 - 11:00	13	82	0.005	13	82	0.003	13	82	0.008
11:00 - 12:00	13	82	0.003	13	82	0.003	13	82	0.006
12:00 - 13:00	13	82	0.003	13	82	0.006	13	82	0.009
13:00 - 14:00	13	82	0.003	13	82	0.001	13	82	0.004
14:00 - 15:00	13	82	0.003	13	82	0.000	13	82	0.003
15:00 - 16:00	13	82	0.000	13	82	0.001	13	82	0.001
16:00 - 17:00	13	82	0.002	13	82	0.001	13	82	0.003
17:00 - 18:00	13	82	0.012	13	82	0.002	13	82	0.014
18:00 - 19:00	13	82	0.011	13	82	0.005	13	82	0.016
19:00 - 20:00	5	102	0.018	5	102	0.012	5	102	0.030
20:00 - 21:00	5	102	0.008	5	102	0.000	5	102	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.063			0.137

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.020	13	82	0.077	13	82	0.097
08:00 - 09:00	13	82	0.038	13	82	0.144	13	82	0.182
09:00 - 10:00	13	82	0.055	13	82	0.048	13	82	0.103
10:00 - 11:00	13	82	0.031	13	82	0.048	13	82	0.079
11:00 - 12:00	13	82	0.045	13	82	0.047	13	82	0.092
12:00 - 13:00	13	82	0.049	13	82	0.063	13	82	0.112
13:00 - 14:00	13	82	0.056	13	82	0.048	13	82	0.104
14:00 - 15:00	13	82	0.037	13	82	0.049	13	82	0.086
15:00 - 16:00	13	82	0.069	13	82	0.032	13	82	0.101
16:00 - 17:00	13	82	0.076	13	82	0.044	13	82	0.120
17:00 - 18:00	13	82	0.092	13	82	0.063	13	82	0.155
18:00 - 19:00	13	82	0.079	13	82	0.067	13	82	0.146
19:00 - 20:00	5	102	0.055	5	102	0.043	5	102	0.098
20:00 - 21:00	5	102	0.047	5	102	0.031	5	102	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.749			0.804			1.553

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.021	13	82	0.057	13	82	0.078
08:00 - 09:00	13	82	0.034	13	82	0.176	13	82	0.210
09:00 - 10:00	13	82	0.036	13	82	0.094	13	82	0.130
10:00 - 11:00	13	82	0.045	13	82	0.077	13	82	0.122
11:00 - 12:00	13	82	0.066	13	82	0.062	13	82	0.128
12:00 - 13:00	13	82	0.093	13	82	0.072	13	82	0.165
13:00 - 14:00	13	82	0.085	13	82	0.087	13	82	0.172
14:00 - 15:00	13	82	0.074	13	82	0.068	13	82	0.142
15:00 - 16:00	13	82	0.106	13	82	0.071	13	82	0.177
16:00 - 17:00	13	82	0.134	13	82	0.118	13	82	0.252
17:00 - 18:00	13	82	0.171	13	82	0.121	13	82	0.292
18:00 - 19:00	13	82	0.128	13	82	0.054	13	82	0.182
19:00 - 20:00	5	102	0.071	5	102	0.037	5	102	0.108
20:00 - 21:00	5	102	0.073	5	102	0.061	5	102	0.134
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.137			1.155			2.292

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.004	13	82	0.030	13	82	0.034
08:00 - 09:00	13	82	0.013	13	82	0.066	13	82	0.079
09:00 - 10:00	13	82	0.007	13	82	0.035	13	82	0.042
10:00 - 11:00	13	82	0.006	13	82	0.021	13	82	0.027
11:00 - 12:00	13	82	0.008	13	82	0.016	13	82	0.024
12:00 - 13:00	13	82	0.010	13	82	0.021	13	82	0.031
13:00 - 14:00	13	82	0.013	13	82	0.011	13	82	0.024
14:00 - 15:00	13	82	0.012	13	82	0.022	13	82	0.034
15:00 - 16:00	13	82	0.031	13	82	0.009	13	82	0.040
16:00 - 17:00	13	82	0.036	13	82	0.021	13	82	0.057
17:00 - 18:00	13	82	0.036	13	82	0.005	13	82	0.041
18:00 - 19:00	13	82	0.027	13	82	0.007	13	82	0.034
19:00 - 20:00	5	102	0.033	5	102	0.008	5	102	0.041
20:00 - 21:00	5	102	0.014	5	102	0.004	5	102	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.250			0.276			0.526	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.006	13	82	0.057	13	82	0.063
08:00 - 09:00	13	82	0.009	13	82	0.077	13	82	0.086
09:00 - 10:00	13	82	0.002	13	82	0.029	13	82	0.031
10:00 - 11:00	13	82	0.004	13	82	0.020	13	82	0.024
11:00 - 12:00	13	82	0.007	13	82	0.018	13	82	0.025
12:00 - 13:00	13	82	0.008	13	82	0.021	13	82	0.029
13:00 - 14:00	13	82	0.015	13	82	0.014	13	82	0.029
14:00 - 15:00	13	82	0.017	13	82	0.003	13	82	0.020
15:00 - 16:00	13	82	0.006	13	82	0.004	13	82	0.010
16:00 - 17:00	13	82	0.020	13	82	0.012	13	82	0.032
17:00 - 18:00	13	82	0.054	13	82	0.010	13	82	0.064
18:00 - 19:00	13	82	0.048	13	82	0.007	13	82	0.055
19:00 - 20:00	5	102	0.067	5	102	0.004	5	102	0.071
20:00 - 21:00	5	102	0.020	5	102	0.002	5	102	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.283			0.278			0.561

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.009	13	82	0.087	13	82	0.096
08:00 - 09:00	13	82	0.022	13	82	0.143	13	82	0.165
09:00 - 10:00	13	82	0.009	13	82	0.064	13	82	0.073
10:00 - 11:00	13	82	0.009	13	82	0.041	13	82	0.050
11:00 - 12:00	13	82	0.016	13	82	0.034	13	82	0.050
12:00 - 13:00	13	82	0.019	13	82	0.042	13	82	0.061
13:00 - 14:00	13	82	0.028	13	82	0.025	13	82	0.053
14:00 - 15:00	13	82	0.028	13	82	0.025	13	82	0.053
15:00 - 16:00	13	82	0.036	13	82	0.013	13	82	0.049
16:00 - 17:00	13	82	0.056	13	82	0.033	13	82	0.089
17:00 - 18:00	13	82	0.090	13	82	0.015	13	82	0.105
18:00 - 19:00	13	82	0.075	13	82	0.014	13	82	0.089
19:00 - 20:00	5	102	0.100	5	102	0.012	5	102	0.112
20:00 - 21:00	5	102	0.033	5	102	0.006	5	102	0.039
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.530			0.554			1.084

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.052	13	82	0.229	13	82	0.281
08:00 - 09:00	13	82	0.094	13	82	0.477	13	82	0.571
09:00 - 10:00	13	82	0.103	13	82	0.213	13	82	0.316
10:00 - 11:00	13	82	0.090	13	82	0.168	13	82	0.258
11:00 - 12:00	13	82	0.130	13	82	0.145	13	82	0.275
12:00 - 13:00	13	82	0.164	13	82	0.182	13	82	0.346
13:00 - 14:00	13	82	0.172	13	82	0.161	13	82	0.333
14:00 - 15:00	13	82	0.142	13	82	0.142	13	82	0.284
15:00 - 16:00	13	82	0.211	13	82	0.117	13	82	0.328
16:00 - 17:00	13	82	0.267	13	82	0.195	13	82	0.462
17:00 - 18:00	13	82	0.364	13	82	0.200	13	82	0.564
18:00 - 19:00	13	82	0.293	13	82	0.140	13	82	0.433
19:00 - 20:00	5	102	0.244	5	102	0.104	5	102	0.348
20:00 - 21:00	5	102	0.161	5	102	0.098	5	102	0.259
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.487			2.571			5.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	82	0.005	13	82	0.004	13	82	0.009
08:00 - 09:00	13	82	0.003	13	82	0.002	13	82	0.005
09:00 - 10:00	13	82	0.002	13	82	0.003	13	82	0.005
10:00 - 11:00	13	82	0.003	13	82	0.004	13	82	0.007
11:00 - 12:00	13	82	0.005	13	82	0.004	13	82	0.009
12:00 - 13:00	13	82	0.005	13	82	0.006	13	82	0.011
13:00 - 14:00	13	82	0.005	13	82	0.005	13	82	0.010
14:00 - 15:00	13	82	0.002	13	82	0.003	13	82	0.005
15:00 - 16:00	13	82	0.002	13	82	0.001	13	82	0.003
16:00 - 17:00	13	82	0.005	13	82	0.006	13	82	0.011
17:00 - 18:00	13	82	0.000	13	82	0.000	13	82	0.000
18:00 - 19:00	13	82	0.002	13	82	0.002	13	82	0.004
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.040			0.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix B Masterplan



NOTES

- THIS DRAWING IS BASED ON BERKELEY HOMES LAYOUT. XXXXXXXX
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER LANDSCAPE DRAWINGS AND DOCUMENTS
- THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION
- DO NOT SCALE FROM THIS DRAWING
- ANY DISCREPANCIES WITHIN THIS DRAWING OR BETWEEN THIS DRAWING AND ANY OTHER INFORMATION IS TO BE REPORTED TO BERKELEY HOMES GROUP CHILTERN FOR CLARIFICATION

KEY

APPLICATION AREAS & CONTOURS

- OUTLINE PLANNING APPLICATION SITE BOUNDARY
- EA BUFFER
- 8M OFFSET
- EARTHWORKS CONTOURS
- PROPOSED LEVELS
- EXISTING LEVELS

SOFT LANDSCAPE

- EXISTING TREES RETAINED
- LARGE FEATURE TREES
- MEDIUM URBAN TREES
- SMALL URBAN TREES
- LARGE RIPARIAN FEATURE TREES
- MEDIUM RIPARIAN URBAN TREES
- SMALL RIPARIAN URBAN TREES
- AMENITY SHRUB MIX
- HERBACEOUS PLANT MIX
- NATIVE RIPARIAN SHRUB MIX
- BULB PLANTING
- HEDGELOW
- AMENITY GRASS MIX
- SPECIES RICH GRASSLAND MIX
- SPECIES RICH WET GRASSLAND MIX

PROPOSED HARD LANDSCAPE & BOUNDARY TREATMENTS

- ASPHALT ROAD SURFACE
- CONCRETE BLOCK PAVING 1
- CONCRETE BLOCK PAVING 2
- CONCRETE BLOCK PAVING 3
- CONCRETE FLAG PAVING 1
- CAFE TERRACE DECKING
- RESIN BOUND GRAVEL SURFACE
- LOOSE BARK MULCH
- BESPOKE IN-LAY PAVING DETAIL
- BENCH SEATING
- LITTER BINS
- ILLUMINATED BOLLARDS
- METAL BOLLARDS
- METAL BOLLARDS
- BOULDERS
- CAFE TERRACE RAILING
- ECOLOGY BUG HOTEL

revision: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 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420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 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00 - Ground Floor



project
Vastern Road
Reading

drawing
Proposed Floor Plans
00 - Ground Floor

date
August 2019

scale @ a3
1:500

drawn
DMT

drawing number
448.SK.100

revision
/

revision
date

prepared
description

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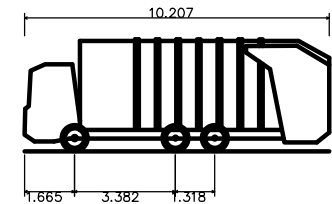
Berkeley House
Farnham Lane
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Appendix C Swept Path Analysis



VEHICLE PROFILE:



RBC Refuse Vehicle (3 axle) Wide	10.207m
Overall Length	2.530m
Overall Width	3.748m
Overall Body Height	0.300m
Min Body Ground Clearance	2.480m
Track Width	4.00s
Lock to lock time	8.600m
Kerb to Kerb Turning Radius	

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status	FOR INFORMATION
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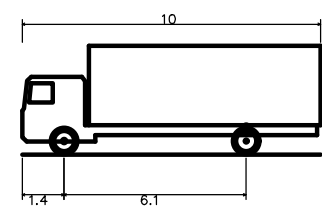
THE OLD POWER STATION
VASTERN ROAD, READING
RBC REFUSE VEHICLE SWEEP PATH

Client		
Berkeley		
Designed for life		
Date of 1st Issue	Designed	Drawn
03.01.20	-	BH
A3 Scale	Checked	Approved
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VEHICLE PROFILE:



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Mark	Revision	Date	Drawn	Chkd
				Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

THE OLD POWER STATION
VASTERN ROAD, READING
HG RIGID VEHICLE SWEEP PATH

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